

East Falls Church Land Use and Transportation Study

Task Force Meeting #1

East Falls Church

Land Use and Transportation Study



Presented to:



Presented by:



Kimley-Horn
and Associates, Inc.

Agenda

- **Introductions**
- **Study purpose**
- **Study overview**
- **Previous studies**
- **Review of existing multimodal conditions**
- **Review of initial planning principles**
- **Upcoming events**
- **Discussion**

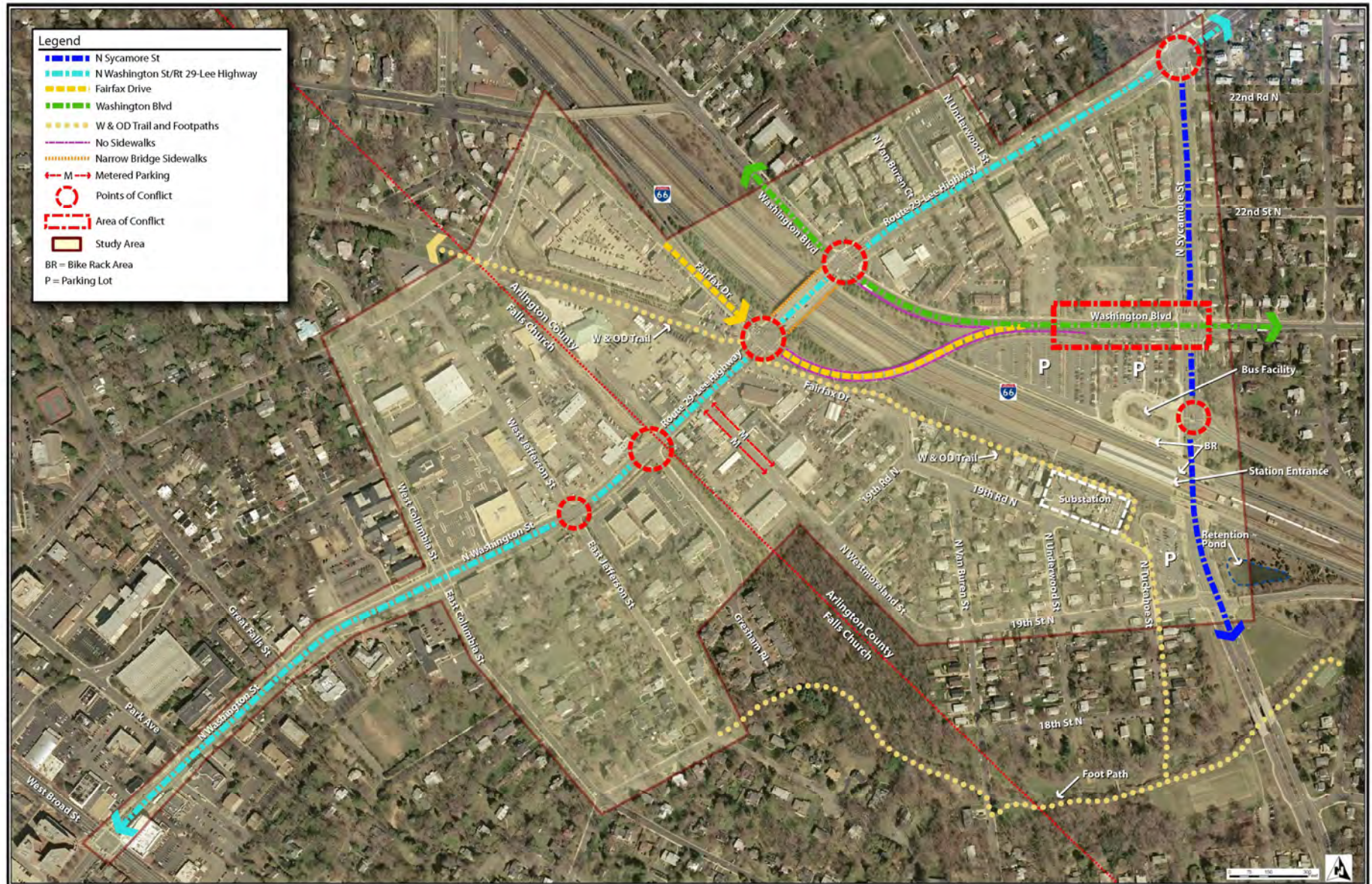


Primary Study Participants

- East Falls Church Task Force
- Arlington County – CPHD and DES
- Falls Church
- Area civic associations
- Consultant team
 - Kimley-Horn and Associates
 - Nelson/Nygaard
 - Louis Scully Gionet

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Study Overview

- **Data review and analysis**
- **Public involvement**
- **Concept development and evaluation**
- **Plan development and recommendations**
- **Report / presentations**



Previous Studies

- **East Falls Church Metro Area Plan (Virginia Tech)**
- **East Falls Church Metrorail Station Access Plan (WMATA)**
- **City Center Transportation Plan (Falls Church)**
- **Arlington Arterial Transportation Management Study**
- **Arlington Master Transportation Plan**



Existing Multimodal Conditions

- Pedestrian access
- Bicycle access
- Parking
- Transit access
- Streets
- Land use and urban design



Pedestrian Access

- Sidewalks are generally in good condition and support station access, but in some cases are narrow
- On residential streets, the sidewalk network is more limited, often on only one side of the street
- Crosswalks are generally clear and visible
- Most intersections with crosswalks have pedestrian signals
- Station geography makes distances and walk times deceiving
 - 5-minute walk: gets you to the middle of the W&OD trail and many residential areas
 - 10-minute walk: gets you to the closest commercial uses, but not to Falls Church



Pedestrian Access

- **Pedestrians are crossing mid-block**
 - **Over 50 people crossed Washington Boulevard mid-block during the morning rush**
 - **During the afternoon rush, people also cross Washington Boulevard mid-block, often at locations where sight distance is limited**
- **Pedestrians are crossing streets mid block, regardless of whether there is a raised curb median refuge or not**
- **Pedestrians use the vehicle entrance to the parking lot as a cut-through to the station...there are not sidewalks along this driveway**

Pedestrian Access





Bicycle Access

- Bicycling is a significant access mode to the station
- Over 100 bicyclists were observed and racks are full
- Bicycle access routes are limited to south of the station
- There are not designated bicycle lanes from the north
- Few bicyclists were observed arriving from, or departing to the neighborhoods north of the station
- There are crossing issues at the Washington/Lee/W&OD Trail intersection
- Some bicyclists also were observed riding down the middle of Lee and turning onto Westmoreland

Bicycle Access





Long-Term Parking

- Parking is well used
- Completely full by 7:30 a.m.
- By late afternoon, many spaces are available and are re-used by Metro riders traveling into the District during the reverse evening peak
- Some queuing was noted among drivers searching for parking when the lot was full
- *Note – a quick survey is recommended to be conducted between 7:00 and 8:30 AM, to determine where these vehicles travel in search of alternate parking options.*



Long-Term Parking





Off-Site Parking

- On-street parking regulations around the station vary
- Residential Permit-only regulations restrict non-residents from parking on most blocks in the area
- Curb spaces are generally not used by residents
- Can the unused curb parking be converted to bicycle lanes...?



Short-Term Parking

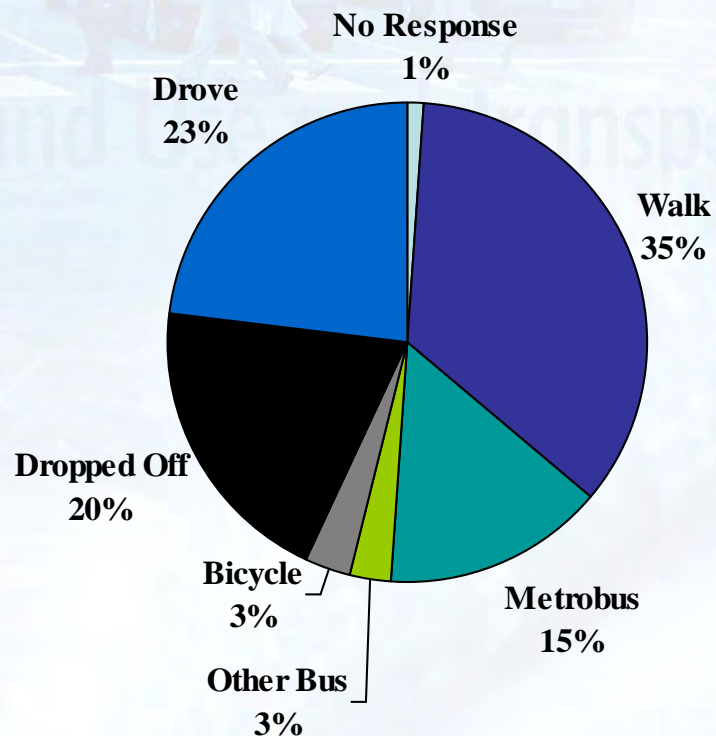
- Lot use is typically less full during the day
- A-designated spaces (attended, Kiss-and-Ride “standing” only) are rarely used for drop-offs
- Kiss-and-Ride drop-off traffic circles the lot with drop-offs at the curb
- Kiss-and-Ride pickup vehicles access A-designated spaces to meet longer “standing” needs compared to drop-offs
- Handicapped spaces are full by 6:30 a.m.
- Handicapped vehicles spill over into A-designated spaces.
- Meters are lightly used prior to 8:30 a.m. – when 15-minute restriction ends

Potential short-term lot management strategy

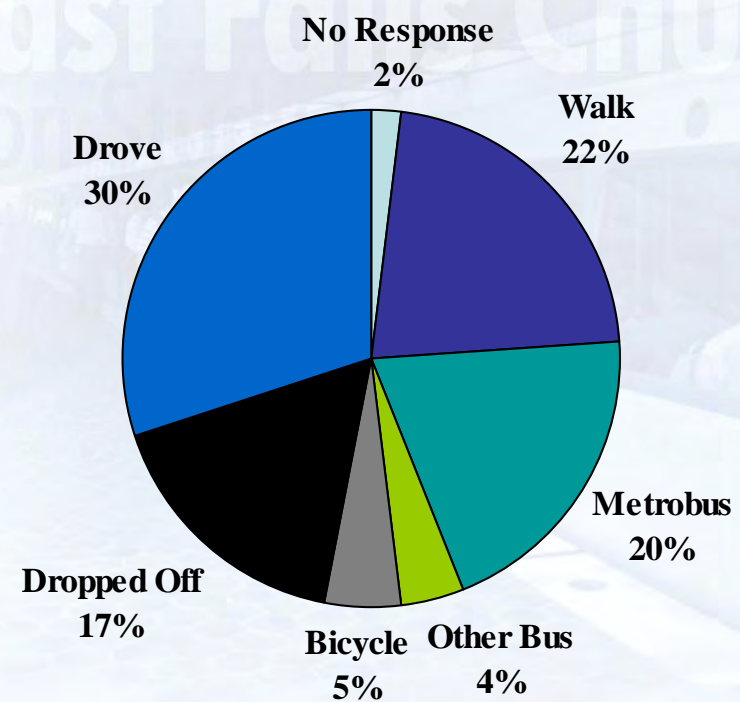
- Convert A-designated spaces to combination of Handicapped parking and meters
- Use 15-minute restrictions at metered spaces during PM peak to accommodate Kiss-and-Ride pickup “standing”

Station Access

AM Peak Hour



PM Peak Hour



Prepared from 2002 WMATA and County Data in the *East Falls Church Metrorail Station Access Study*



Rail Transit Access

- Station
 - Only entrance is from Sycamore Street (east)
 - Underwhelming entryway treatment
 - Single platform
 - Three sets of escalators (one auxiliary used during peak hours)
 - Adequate fare gates
 - One of the highest bicycle to transit stations



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Transit





Bus Transit Access

- ART 52 - Ballston - Virginia Hospital Ctr - East Falls Church
- ART 53 - Ballston - Old Glebe - East Falls Church
- Metrobus 2A,B,C,G Washington Blvd. Line
- Metrobus 3A,B,E Lee Highway Line
- Metrobus 24T - McLean Manlet-East Falls Church Line
- GEORGE/Metrobus 26A,E - East Falls Church Line



Streets

- Lee Highway/Washington Street
- Sycamore Street
- Washington Boulevard



Lee Highway/Washington Street

- Car oriented corridor
- 4-lanes with left- and some right-turn lanes at major intersections
- Some sections have a narrow median
- Significant traffic volume
- Long crossing distances for pedestrians
- No existing mid-block crosswalks
- Narrow sidewalks with no street trees
- Buildings arranged in a suburban pattern (set back from right-of-way)
- High driveway frequency

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Lee Highway/ Washington Street





Washington Boulevard

- Car oriented corridor
- Relatively high travel speeds
- Long crossing distances for pedestrians
- Extremely wide at intersection with Lee Highway
- No sidewalk on south side adjacent to station parking lot
- No sidewalks or bike lanes on one-way portion crossing I-66
- Narrow sidewalks and no street trees

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Washington Boulevard





Sycamore Street

- Car oriented corridor
- 4-lanes with left- and some right-turn lanes at major intersections
- Significant bus traffic during peak periods
- Heavy bicycle and pedestrian traffic at peak hours
- Significant vehicular volumes during peaks
- Very wide at Lee Highway = Long distance for pedestrian crossings
- No bicycle lanes
- Directional right turn from I-66 off-ramp creates conflicts with pedestrians
- South of the Metro station, the corridor feels highway-like
- **Is an ATM corridor**

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Sycamore Street





Land Use/Urban Design

- Mixture of uses, but little “mixed use”
- Significant single family home areas
- Some medium density residential uses
- Generally suburban density – residential and commercial
- Suburban building placement
- Public and private realms not well connected
- New development on Washington Street

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Land Use/Urban design





Draft Planning Principles

- Enhance multimodal access and connectivity to and within the East Falls Church area
- Balance use of the public realm (right-of-way) among all transportation modes
- Improve access to and between land uses
- Create vibrant, multimodal streets
- Develop a bikeway system that can serve as a model for bike to transit commuting
- Enhance connections to the regional trail network
- Supply appropriate parking to support area activities while discouraging single occupancy vehicle use
- Support transportation demand management (TDM) policies



Study area Walking Tour

- November 3rd
- *Draft Agenda*
 - 8:30 a.m. - Meet and briefly discuss purpose of walk
 - 8:45 – Walk the study area
 - Have discussions on walk
 - Collect observations/comments
 - Photos
 - Stop and discuss specific issues and ideas
 - 10:45 – Reconvene at start location
 - Brief discussion and wrap-up
 - 11:45 – Have a nice weekend